

To-day's
Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Chartered Steamship

"NANYANG,"
Captain Lehmann, will be despatched for the
above Ports, TO-MORROW, the 1st July, at 4 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 30th June, 1898. [804]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.
FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.
THE Company's Steamship

"CHINGWOW,"
Commander H. C. Harris, will be despatched
as above TO-MORROW, the 1st July, at 4 P.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 30th June, 1898. [797]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR YOKOHAMA.
THE Company's Steamship

"RANSU,"
Captain Somerville, will be despatched as
above TO-MORROW, the 1st July, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th June, 1898. [803]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN,"
Captain Hodgins, will be despatched for the
above Ports on SUNDAY, the 3rd July, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 30th June, 1898. [806]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.
THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above
on WEDNESDAY, the 6th July, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th June, 1898. [805]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELPHI, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship

"MENMUIR,"
Captain McArthur, will be despatched for the
above Ports on THURSDAY, the 7th July,
at Daylight.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
Qualified Surgeon on board.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the CHINA NAVIGATION
COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 30th June, 1898. [809]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW LIVERPOOL AND
SINGAPORE.
THE Company's Steamship

"CHINGWOW,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon on the 6th instant or they will not be
recognized.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on WEDNESDAY, the 6th July at
3 P.M.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 6th
July will be subject to rent.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 30th June, 1898. [1-809]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.
FROM NEW YORK AND STRAITS.

"INDRAPURA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at Kowloon,
whence delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.
Cargo remaining undelivered after the 7th
July will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims
for damages and/or shortages not later than
the 14th July, otherwise they will not be
recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 30th June, 1898. [1-808]

To-day's
Advertisements.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zealand Street, TO-MORROW, the 1st
July, at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 30th June, 1898. [810]

TO BE LET IMMEDIATELY.
THOMSEN'S HOTEL, KULANGSU,
AMOY, Furniture to be taken over.
For particulars apply to
J. E. THOMSEN & CO.,
Amoy.
30th June, 1898. [811]

TO LET.
GODOWN IN BLUE BUILDINGS.
FLOORS IN STANTON and ELGIN
STREETS.
No. 3, ELGIN STREET.
Apply to
HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 30th June, 1898. [112]

Intimations.
DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.

SODA WATER.
LEMONADE.

GINGER ALE.
SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and
Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [30]

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.
Tactically reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [19]

THE LEADING CATERERS.
COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [139]

A. S. WATSON & CO.,
LIMITED.
MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manu-
facture are sold throughout the
Far East and are invariably pre-
ferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.
The best materials only are used.

THE PRICES are only half those
charged in England.

WATERS MANUFACTURED BY US are
acknowledged by the leading English
makers to be equal to those of their
own production.

SIR EDWARD FRANKLAND, K.O.B.,
D.C.L., F.R.S., F.C.S., &c., the greatest
living authority on Water, reports as
follows on the water as prepared and
used by us in our manufacture:—
"It possesses an extremely high de-
gree of organic purity and is
of most excellent quality for
"drinking."

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY,
11, ARKLEMAN A.D. 1841.
Hongkong, 18th June, 1898. [17]

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 30, 1898.

NOTES AND COMMENTS.

From the Reuter's Message which we
publish to-day it is plain that the Spanish
Reserve Squadron is to proceed through
the Canal and await the arrival of
colliders in the Red Sea, and that the
intention of striking a final blow for the
possession of the Philippines has not
been abandoned by Spain. Unless the
Spanish colliders are already on the way,
however, it must necessarily occasion a
further delay in the arrival of the fleet in
Far Eastern waters, and every day's delay
will mean that the American position in
the Philippines will be stronger. There
can hardly be any doubt as to Manila be-
ing in the hands of the Americans long
before the Spanish Reserve Squadron can
arrive there, and in all probability we
shall hear that the city has surrendered
when either the *Puensang* or the *Emeralda*
returns here.

It is difficult to understand, however,
why the Spanish Reserve Squadron was
ever allowed to put to sea without the
necessary following of colliders and
storeships. Possibly these may be
following later, but it would undoubt-
edly be better for many reasons for
them all to have sailed as one flotilla.
The Americans are evidently well aware
of the importance of colliders accom-
panying a fleet operating in foreign
waters, for Commodore Watson's fleet,
which is proceeding to the coast of Spain,
is accompanied by three ships carrying
coal, and will therefore be enabled to
keep the sea for an indefinite period, pro-
vided other colliders are despatched with
supplies from time to time. It is just as
necessary nowadays for a fleet to be ac-
companied by its attendant store, coal and
hospital ships as it is for a modern army to
have a full baggage train. Ironclads and
cruisers are all very well in their way
and make a brave show upon paper, but
without their attendant satellites they are
comparatively useless, and we should like
to ask if the British Admiralty has made
arrangements for an efficient transport
service in the event of war?

The next question that arises is:—
What steps can the Americans take for
intercepting the Spanish Reserve
Squadron before it arrives in the
neighbourhood of the Philippines? and
to this many answers can be made. If
Commodore Watson's fleet is to pursue
the Spanish squadron, after bombarding
the Spanish ports, it is probable that
Admiral Dewey will be ordered out to
meet them and hold them in check until
Commodore Watson arrives on the scene,
and if things are well managed and the
ships under Commodore Watson are rushed
out at top speed, the Spaniards could very
well be met and forced to give battle in
the Straits of Malacca. But in this case,
of course, we must presuppose that Manila
is in the hands of the Americans and can
be safely left in the occupation of the troops.
Again, it may not suit the American
plans to leave Manila Bay just at present,
and Admiral Dewey may think it better
to hold the Spanish fleet in check at the
entrance to the harbour, allowing them to
establish a virtual blockade, until the arrival
of Commodore Watson and his flotilla enables
the Americans to take them between two fires.
The present situation is full of most inter-
esting possibilities, and if the Spanish
Reserve Squadron is not prevented from
reaching Far Eastern waters by lack of
coal, there will be ample room for a dis-
play of naval tactics in the near future.

REUTER'S MESSAGES.

THE SPANISH-AMERICAN WAR.
LONDON, June 28th.

The third expedition to Manila consisting
of four transports, with four thousand troops
has left San Francisco.

Admiral Camara has been ordered to proceed
to Suir with his squadron. It is reported that
arrangements have been made for colliders to
meet the squadron in the Red Sea, or else-
where.

Commodore Watson has been appointed to
the command of an American squadron con-
sisting of three ironclads, four cruisers, and three
colliders, which is proceeding to Spain.

FRANCE.
M. Brisson has completed a Cabinet.
M. Brisson, Premier and Minister of the In-
terior.
M. Cavaignac, Minister for War.
M. Delcasse, Minister for Foreign Affairs.
M. Joycel, Minister of Finance.

TYPHOON WARNING.

The Observatory report to-day says:—On
the 30th at 10.45 a.m.: The depression to the
Southward of Hongkong seems to be moving
towards a point on the coast between Macao
and Hoihow. At 11.15 a.m.: The barometer
has fallen considerably in the neighbourhood
of Hongkong and is little changed elsewhere.
Gradients slight for E. winds on the E. coast of
China steep for N.E. on the S. coast. FORECAST:—
Strong N.E. winds, possibly rising to a gale;
squally, showery.
On the 30th at 3.30 p.m. Gun fired. The
centre of the depression is likely to pass near
Gap Rock Strong E. gale probable in the
harbour.

THE PLAGUE.

During the 24 hours up to noon, 30th June,
no new cases and no deaths from plague were
reported.

LOCAL AND GENERAL.

The typhoon gun was fired at 3.45 p.m. to-day.

The death rate from plague at Macao during
the past week amounted to seven.

H.M.S. *Phaetor* and the Japanese gunboat
Tokai were at Hankow on the 20th inst.

For being in possession of illegal weights and
measures a Chinese trader was to-day fined \$7.

A COOLIE charged with stealing a jacket in
Station Street, was to-day sent to gaol for forty-
two days.

A DISTRICT watchman, charged with the larceny
of a lawn mower, was to-day sent to gaol for
three months.

INTELLIGENCE was received at Shanghai on the
23rd inst. of the death of Mr. H. B. Joly, British
Vice-Consul at Chemulpo.

THE death is reported on the 19th inst. of En,
prefect of Sungkhang, and the immediate superior
official of the Shanghai district magistrate.

THE mortality statistics for the week ended June
18th show a death rate of 18.0 per 1,000 and for
the following week the rate was 14.7 per 1,000.

THE laying of the cable between Wei-hai-wei
and Chefoo was completed by the Great Northern
Telegraph Co., on behalf of the Chinese Tele-
graph Administration, on the 26th inst.

A YOUNG Chinese woman living at Praya West
was to-day convicted at the Magistracy of beat-
ing a small girl. A fine of \$50 was imposed
and the girl was ordered to be given into the
care of the Registrar General.

THE Band of the K. O. L. Regiment will play
the following programme at the Officers' Mess
to-morrow, commencing at 8 p.m.:—

Overture.....Marching Air Band.....Supper
Selection.....The Mikado.....Gillian
Folk Song.....Globe Theatre.....Tyrrell
Polka.....The Maidens.....Maiden
Renaissances of Verdi, Act 1, Godfrey
Valse.....Dolores.....Waldteufel
God Save the Queen.

THE first match of the Hongkong Polo Polo
Shield Competition will be played to-morrow
evening in the Victoria Recreation Club
enclosure at 5.30 p.m. sharp, when V. R. C. will
meet K. O. L. 1st team. The following re-
sults of the V. R. C. team:—Goal—R. Handson.
Backs—J. M. E. Carvalho, T. Meek, Hall-Back
—A. E. Alves. Forwards—W. A. Stapani
(Capt.), A. Alves, W. Armstrong.

THE *Herald's* Washington correspondent tele-
graphs that the Navy Department has been
officially informed that Britain has been buying
great quantities of coal in the Far Western States
and storing the fuel at Esquimaux. The price
of coal has consequently gone up, and the De-
partment has been forced to pay much higher
rates for their supplies. It is believed that
Britain is preparing for a crisis in the Far East.

I KO-TANG-A, Military Governor of Shanghai,
having presented a memorial to the Throne
attributing the recent serious disturbances at
Chao-yang to the carelessness of certain officials
of that city and district, an Imperial decree has
been issued, bearing date the 12th inst., ordering
the dismissal of those officials, and instructing
the Military Governor with the spasmodic name
to take effective measures for preventing the
riots spreading to other parts of the province.

At last Dewey meets his match. Schlitz, a non-
combatant and a fellow that no one would ever
have regarded as other than a red-hot patriot,
actually announces, through his local agents
(Messrs. Watkins & Co.) that he has planted the
record bomb right into "George the Second's"
flagship. There was no explosion though, and
when the experts gathered round the strange
thing and cautiously effected an opening they
discovered that it contained 3,600 specimens of
Schlitz life-saving elixir—a most thoughtful
present to the plucky sailors who have been
roasting in Manila Bay for weeks past. *Vide*
advt.

In supporting the adoption of the report on
Insanitary Buildings at the Sanitary Board's
meeting to-day the Hon. F. H. May said the
matter was a most important one. He had no
doubt the Government would take the matter
into serious consideration and he also hoped the
public would carefully consider the report.
No Government could successfully legislate
in sanitary matters unless it had the help of the
public. He referred to houses now being erected
where, he said, sanitary requirements were
conspicuously by their absence and he particularly
alluded to the buildings going up on the site of
the old Victoria Hotel. When these places
were filled with Chinese they would be little
better than Tai-ping-shan.

Tax team race between the Victoria Recreation
Club and the King's Own Regiment came off
yesterday in most unpropitious weather, with
the typhoon cone displayed on the *Tamar*, the
wind blowing hard, and the sea (the most im-
portant factor for consideration) very heavy.
Yet, in spite of these disadvantages the two
teams met for the determination of aquatic
superiority. The numerous spectators who ex-
pected to witness an exciting contest, on the
strength of the statement that the King's Own
had excellent swimmers who were well able to
cope with the V. R. C. "boys," were, however,
sorely disappointed. The first to go in were
Herbert for the Club and Townsend for the K. O.
R. Both evenly matched, the latter finishing
three or four seconds before Herbert. The second
round consisted of Bunting (K. O. R.) and Miller
(V. R. C.), the Club man gaining considerably
over his opponent and at about half distance
Bunling was so exhausted as to stop to give up
and only continued at a slow speed in response
to the earnest exhortations of his supporters.
Miller finished a length ahead of Bunling, who
completely put his team out of the match. The
King's Own men were gradually falling off more
and more after this and the race was one-sided,
the V. R. C. winning by about two lengths. The
following were the teams:—V. R. C.—E. Herbert,
J. Miller, F. Lammert, A. A. Alves, Carvalho,
A. E. Alves, K. O. R.—Townsend, Bunling,
Graham, Ganser, Edwards, Toole.

SANITARY Inspector Needles had a large number
of "cockloft cases" at the Magistracy to-day
and in each case a fine of \$15 or 14 days was
imposed.

It is reported in native official circles that
Russia has recently been giving broad hints to
the Tung-shi Yamen that she wishes a "recti-
fication" of the frontier in the north-western por-
tion of Chinese Turkestan, and that in all prob-
ability the intention is to absorb the dependency
of Kuldja into the Russian dominions.

PERMISSION to open the following valuable
mines in Hunan has been given by H.E. Ch'en
Pao-ch'eh, Governor of the province. An
antimony deposit in the district of Liling, at a
place called Tungyunkang; an antimony
deposit in Hualun district, at a place called
Lienpeich'i; a quicksilver deposit in the sub-
prefecture of Chienchow, at a hill called Saddle
hill (Maanshan), alleged to be very rich; and a
galena mine in Hualun district at a place
called Sankouling. All the above are to be
exploited by syndicates headed by the local
gentry and notables of the above places.—*Daily
Chinese Press.*

THE weather, which has been very squally for
the last two days, took a decided turn for the
worse this morning and the harbour was quickly
deserted by the few remaining junk and sam-
pan which had not previously sought shelter.
This exodus was particularly noticeable off
Praya East. The *Alacrity* and *Humber* were
shifted to the outer buoy of the main war
anchorage and preparations were generally made
for the shipping for dirty weather. At about
4 o'clock one round was fired from
Kowloon Point and the lowpowered ships
immediately proceeded to run for shelter, either
in Kowloon Bay or behind Stonecutter's Island.
We notice that a sailing ship is moored at
Blackhead's Wharf at Kowloon, and should the
gale prove to be a heavy one she is likely to
have an unpleasant time of it.

NATIVE reports of the ill relations between the
Chinese at Kwangchow, the new French port in
the South, and the new owners of the place con-
tinue to circulate. It is stated that a French
officer landed there the other day, accompanied
by a party of marines, and arrested a number of
Chinese without any reason, which naturally
excited a good deal of indignation amongst the
native population. The local authorities referred
the matter to the Viceroy of Canton, who, in
turn, reported to the Tung-shi Yamen, and that
body having made official enquiries, the French
Minister at Peking communicated the following
facts to the Government:—Some French mar-
ines landed lately at Kwangchow for the purpose
of hunting. Whilst so engaged they were set upon
by the natives. The native authorities were
asked by the French naval officers to punish the
offenders, which the native authorities failed to
do, apprehending instead an innocent old man,
whom they punished for crime which he never
committed. Flogging it was worse than useless
to apply to the native authorities any further, the
French took over the contract themselves and
sent a Lieutenant and a few files of marines
ashore, who promptly got hold of the real
offenders and summarily whipped them. The
incident is only one of a series which go to show
how arid are the relations between the French
and the natives at the new French port.—*China Gazette.*

ACCORDING to the *China Gazette*, there is
every appearance of a rice famine in Shanghai
at the present moment due to excessive export-
ation from this port and the action of the officials
who control the arrival of grain from the south
of Chinkiang, in the storage places near Wusieh,
where there was some trouble recently over silk.
It seems that mandarins and dealers there are
holding back the usual consignments of rice and
as the local stocks become denuded by heavy
shipments to Japan by speculators, includ-
ing some local mandarins, scarcity
has resulted and the dealers have consequently
successfully to run up prices. Still there is
much misconception over the price per picul;
for the ordinary picul of 133 lbs. the price is
\$5.20, and for the Chinese picul of 200 lbs., the
price is \$7.70, but there has been a considerable
rise. The profit made by the shippers, although
large, is nothing like that obtained by the dealers,
who are now endeavouring to "corner" the
market. We trust that the Taotai will
order the rice shops to reduce the present
famine prices and take steps to see
that Wusieh and other places on the Grand
Canal discharge the stocks they are holding, or
trouble is certain, similar to that experienced at
Ningpo, Shaoching and Wenchow. Nothing
has been more infamous in its action than the
ring which is at present endeavouring to control
the silk market, and the baseness of its motives
is equal to that of the Chicago wheat ring
which has just collapsed, but not before
it nearly threw all Southern Europe into the
throes of revolution. The native papers state
that there is only sufficient rice in Shanghai for
the next twenty days, and that the producing
centres in the Yangtze Valley are also suffering
from a scarcity of rice, and purchases have had
to be made from adjoining places. Under such
circumstances it is only natural that Shanghai,
which is unable to supply its own needs, should
feel the strain, but some way out of the difficulty
can undoubtedly be found if the officials look at
the matter in a proper way and take proper
steps.

ANOTHER HERO.

Captain Gridley was not the only victim of
Death who passed away as a slave of duty for
by the last mail information was received that
Lieut. David Daniels, well known on this station,
sacrificed his life as a martyr to that proud
ambition, that every true soldier and sailor
seems to value more than life. He had been
suffering from diabetes for several days, but
on duty's call although a sufferer for service. He
had previously been on duty at Annapolis but
when orders were received he would not
apply for leave but joined his ship. He was
popular among all who knew him and his pass-
ing away will be greatly regretted.

THE LOSS OF THE "FUCHING."

The *Nagasaki Press*, of the 28th inst,
publishes the following:—

A terrible disaster occurred here during the
storm on the 9th inst. the Chinese cruiser
Fuching, with a crew of 150 men being lost.
The chief officer and three sailors were the only
members saved.

The *Fuching*, arrived here at 2 p.m. on the
8th inst. The weather being foggy, she was
unable to enter the harbour, and was obliged to
anchor outside. Later the weather cleared up,
but it remains unknown why he did not enter,
although it is advised to do so by Captain Li,
whose ship is in dock flying the *Crimmode*'s flag.

During the night the wind changed into a
storm blowing from the southwest. About 6
a.m. on the 9th inst. the *Fuching* dragged her
anchor, and was driven towards the shore. I
believe they had no time to let the second
anchor go, as it was tied to the ship, and
remained in the same position when the vessel
was on the rocks.

The *Fuching* was driven to the same spot at
which three years ago a similar accident occur-
ed. The wind swung her alongside the shore,
with her bow pointing to the north, and com-
menced dashing her on the beach. Unfortun-
ately she fell on her starboard side, opening her
deck to the waves. The crew sought refuge in
the rigging and on the upper bridge.

The Russian first-class cruiser lying in the
roads could render no assistance to the disabled
vessel, on account of their draught being too
great to allow them to get alongside, nor could
they send any boats, as the sea was running
high and the boats would have been torn to
shreds.

The crews from the ship that was in har-
bour got to the wreck by land, and tried to save
the crew of the *Fuching* by means of firing
rockets with lines attached, but the Chinese did
not know what to do with the lines that reached
them, as they had never used them before.

The pupils of the Chinese Naval School on
shore also came to the rescue, and tried by
signalling to make the men on board understand
how to use the lines. At one time the Chinese
made an attempt to use the lines, and whilst
doing so a wave covered the vessel, and washed
off several of the men. The others seeing this
stopped the work. At this time the waves were
nearly as high as the lighthouse, and in the nar-
row entrance from the roads to the harbour the
water was swirling.

The Captains of the two Chinese men-of-war
in harbour apparently considered the situation
of the *Fuching* entirely hopeless, as they did
not even send out a crew to the wrecked
vessel.

At midday the *Fuching* was a total wreck,
on which two or three men were still seen cling-
ing to the ropes, but after a short time they also
fell into the water.

It is generally believed here that the roads of
Port Arthur during the N. and S. winds are very
dangerous, and therefore the Chinese ships in
summer used to stay at Wei-hai-wei. During
such a storm as the one that raged on the 9th
inst. any small ship anchoring outside would
probably get lost. It is also believed that a
large breakwater is required, so as to prevent
such accidents in the future.

THE PUNJON MINING COMPANY,
LIMITED.

IN LIQUIDATION.
The following is the report for presentation to
the shareholders at the meeting to be held at the
office of the Punjon Mining Company, Limited,
No. 9, Praya Central, Hongkong, on Tuesday,
26th July, 1898, at noon:—

Gentlemen,—I beg to submit herewith a
Statement showing the manner in which the
Liquidation of the above Company has been
effected, to 15th November, 1897, the date of the
Incorporation and Registration of the Punjon
Mining Company, Limited (New Company).

The assets, amounting to \$138,254.57, have
been handed over by me to the New Company.
In accordance with the Agreement entered
into with the Punjon Mining Company, Limited
(New Company) all Shareholders, who have
applied, have been granted Shares in that Com-
pany in exchange for Shares in the Old Company.

At date, 50.165 Ordinary, and 28,599 Pre-
ference Shares, have been allotted.
JAMES B. DUNCAN,
Liquidator.

Hongkong, 18th June, 1898.

BULLOCK CART STRIKE.

The *Straits Times* of 23rd inst. says:—It is
reported by the police that all the Chinese
bullock cart owners have stopped working their
carts in consequence of a Municipal prosecution
against a couple of Chinese owners at Bukit
Kampong and Ang Seng Hill. On Thursday
last, the men in question were fined because
their stables were in an insanitary condition.
As a result of this prosecution, the Chinese
bullock wagon owners have struck work as a
protest against the action of the Municipality.
The strike commenced this morning. The Chi-
nese, who are accused of originating the move-
ment, are said to be intimidating King drivers
from working their carts. In several instances
it is reported that the Chinese have surrounded
King drivers, and have threatened them with
violence if they did not desert from working. In
consequence of this coercion, the King drivers
have ceased using their carts.

To prevent disturbances, the police have
furnished escorts for the commissariat carts
from Peat's Hill to Tanjong Pagar and
Tanjong Pagar.

On interviewing Mr. Gan Eng Seng, the bul-
lock wagon cart contractor for Tanjong Pagar
Dock Company, a representative of the *Straits
Times* was informed that last night a number of
Kings, and Chinese drivers went to his Manor
and endeavoured to persuade him to take part
in the strike. If he refused they threatened to
assault the drivers on "using their carts." Mr.
Gan Eng Seng has taken no notice of threat,
however, and all his carts are being employed
to-day. It appears that the Chinese and King
owners are dissatisfied at the measures taken
against them by the Municipality. They say
they are being driven out of the town and are
being put to a great deal of unnecessary expense.
Also, they protest against a new rule which they
state is about to be imposed upon them, namely,
that in future the tax of 25 cents on each pair of
bullocks is to be increased to \$2.50

